

LINEAGE

Established as Composite Squadron THIRTY FIVE (VC-35) on 25 May 1950

Redesignated Attack Squadron (All Weather) THIRTY FIVE (VA(AW)-35) on 1 July 1956

Redesignated Attack Squadron ONE TWENTY TWO (VA-122) on 29 June 1959. The first squadron to be assigned the VA-122 designation.

SQUADRON INSIGNIA AND NICKNAME

The squadron's first insignia was approved by CNO on 13 September 1951. Colors for the owl insignia were: a red background with a blue and white owl, the eyes of the owl were gold.

Following the redesignation to VA-122 the squadron requested approval for a new insignia. The new insignia was approved by CNO on 22 April 1960. The colors of the eagle and book insignia are as follows: a blue background for the insignia and scroll, outlined in black; a white wreath; the book has black pages, edged in white with a red cover; the eagle is brown with black highlights, its head is white with black highlights and a yellow beak and claws and the bomb is white, outlined in black with three red bands. The scroll's lettering is white.

Nickname: Flying Eagles, 1971-present

CHRONOLOGY OF SIGNIFICANT EVENTS

May 1950: The squadron was established with a mission of all weather attack and ASW. The squadron trained detachments for carrier deployments. The squadron also participated in various exercises held on the west coast.

9 Nov 1950-9 Jun 1951: VC-35 Det 3 was the squadron's first detachment to deploy. It deployed to Korea and flew ASW patrols, night heckler missions and other combat sorties. These became the standard missions for the squadron detachments that deployed to Korea.

29 Jun 1959: The squadron's mission was changed from all weather attack to fleet replacement training. It was responsible for instrument flight training for fleet prop pilots, including ground school; enlisted ground training for Skyraider maintenance personnel; and the training of fleet replacement pilots for the AD-6/7 Skyraider.

Jun-Aug 1960: The squadron trained eight officers from the South Vietnamese Air Force in the operation of the AD Skyraider.

Nov 1966: With the acceptance of the A-7A Corsair II the squadron took on the additional mission of fleet replacement training in this new aircraft.

1967: VA-147 was the first squadron to be trained in the A-7 by VA-122.

Dec 1969: The squadron joined with VA-125 to inaugurate a graduate level Light Attack Weapons School which involved three intensive weeks of classroom and flight syllabus training covering all phases of attack aviation.

15 Oct 1973: VA-122's Weapons Training Center, which conducted the Light Attack Weapons School, became a separate command and was designated Light Attack Weapons School, Pacific.

30 Jun 1988: With the disestablishment of VA-174, the east coast Fleet Readiness Squadron for the A-7, VA-122 assumed the responsibility for A-7 training on both coasts.

HOME PORT

ASSIGNMENT DATE

NAS San Diego/North Island*	25 May 1950
NAS Moffett Field	01 Jul 1961
NAS Lemoore	01 Jan 1963

* NAS San Diego was redesignated NAS North Island in 1955.

COMMANDING OFFICERS

DATE ASSUMED COMMAND

CDR Charles R. Stapler	25 May 1950
CDR David A. Marks	19 May 1951
CDR William L. Conley (acting)	25 Aug 1951
CDR David A. Marks	29 Nov 1951
CDR Louis E. Burke, Jr.	31 Jul 1952
CDR Frank G. Edwards (acting)	31 Oct 1952
CDR Louis E. Burke, Jr.	25 Nov 1952
CDR John H. Pennover	Apr 1953
CDR Guiseppi Macri	16 Sep 1955
CDR Donald B. Ingerslew	Jan 1956
CAPT Edward V. Wedell	09 Aug 1957
CAPT L. E. Harris	29 Jul 1959
CDR P. E. Payne	26 Jul 1960
CDR J. A. Davenport	23 Jun 1961
CDR John E. Ford	19 Oct 1962
CDR Joseph L. Coleman	08 Nov 1963
CDR M. C. Pinkebank	10 Aug 1964
CDR Hugh A. Hoy	06 Oct 1965
CDR Melvin D. Blixt	11 Oct 1966
CDR Carl Birdwell, Jr.	Jul 1967
CDR Melvin M. Quaid, Jr.	23 Aug 1968
CDR Walter S. Gray, III	29 Aug 1969
CDR John L. Nicholson, Jr.	07 Aug 1970
CDR Jesse R. Emerson, III	10 Aug 1971
CDR Cecil B. Hawkins, Jr.	08 Aug 1972
CAPT Robert N. Livingston	30 Nov 1973
CDR Richard L. Grant	07 Feb 1975
CDR Kenneth A. Dickerson	16 Apr 1976
CDR Meredith W. Patrick	19 Aug 1977
CDR John A. Moriarty	06 Dec 1978
CDR Lawrence H. Price	20 May 1980
CDR Howard E. Koss	09 Sep 1981
CDR John E. Vomastic	05 Apr 1983
CDR William S. Orr, Jr.	01 Jun 1984
CDR Thomas R. Mitchell, III	11 Sep 1985
CDR Russell C. York	17 Dec 1986
CDR George Crim	15 Mar 1988
????	19 Jul 1989

AIRCRAFT ASSIGNMENT

Type of Aircraft	Date Type First Received
AD-4N	Jun 1950
AD-30	Jun 1950
AD-40	Jul 1950
AD-20	Jul 1950
AD-3	Jul 1950
TBM-3E/N	Jul 1950
AD-10	Aug 1950
AD-3N	Dec 1950
AD-4NL	Aug 1951
AD-4N	Jan 1952
AD-4B	Feb 1952
F3D-2	Feb 1953
AD-5N	Mar 1954
AD-5/A-1E*	May 1954
AD-6/A-1H*	May 1954
S2F-1	Oct 1956
TF-10	18 Jan 1957
AD-50	20 Nov 1957
AD-7/A-1J*	05 Dec 1958
T-28B	01 Mar 1959
A-7A	15 Nov 1966
A-7B	May 1968
A-7E	14 Jul 1969
A-7C	Jul 1971
T-39D	1971
T-28C	1973
TA-7C	1978

* AD-5/6/7 designations were changed to A-1E/H/J in 1962.

MAJOR OVERSEAS DEPLOYMENTS

Date of Departure	Date of Return	Air Wing	Carrier	Det*	Type of Aircraft	Area of Operation
09 Nov 1950	09 Jun 1951	CVG-19	CV-37	3	AD-4N	KOREA
06 Dec 1950	09 Jun 1951	CVG-2	**	4	AD-4N	KOREA
02 Mar 1951	24 Oct 1951	CVG-101	CV-21	5/A	AD-2/4N & 40	KOREA
10 May 1951	17 Dec 1951	CVG-102	CV-31	6/G	AD-3/4N	KOREA
May 1951	29 Aug 1951	CVG-19X	***	7	AD-4N	KOREA
26 Jun 1951	25 Mar 1952	CVG-5	CV-9	8/B	AD-2, AD-3, N/O, AD-4, L/O & AD-4NL	KOREA
08 Sep 1951	02 May 1952	CVG-15	CV-36	9/D	AD-4NL/40	KOREA
15 Oct 1951	03 Jul 1952	ATG-1	CV-45	10/H	AD-4NL & AD-20	KOREA
31 Dec 1951	08 Aug 1952	CVG-11	CV-47	C	AD-4NL/O & 20	KOREA
08 Feb 1952	25 Sep 1952	CVG-2	CV-21	A	AD-4N/20/3N/4NL	KOREA
21 Mar 1952	03 Nov 1952	CVG-19	CV-37	E	AD-4NL/40 & 30	KOREA

16 Jun 1952	06 Feb 1953	ATG-2	CVA-9	I	AD-4N	KOREA/WESTPAC
16 Jun 1952	Sep 1953	****	****	W	AD-4B/NL/ N	WESTPAC
11 Aug 1952	17 Mar 1953	CVG-101	CVA-33	F	AD-4N/NL	KOREA
15 Sep 1952	18 May 1953	CVG-102	CVA-34	G	AD-4N	KOREA
20 Nov 1952	25 Jun 1953	CVG-5	CVA-45	B	AD-4N	KOREA
15 Dec 1952	14 Aug 1953	CVG-9	CVA-47	M	AD-4N	KOREA
24 Jan 1953	21 Sep 1953	CVG-15	CVA-37	D	AD-4N	KOREA/WESTPAC
30 Mar 1953	28 Nov 1953	ATG-1	CVA-21	H	AD-4N	KOREA/WESTPAC
01 Jul 1953	18 Jan 1954	CVG-11	CVA-33	C	AD-4N	KOREA/WESTPAC
03 Aug 1953	03 Mar 1954	CVG-2	CVA-10	A	AD-4N	WESTPAC
14 Sep 1953	22 Apr 1954	CVG-19	CVA-34	E	AD-4N	WESTPAC
01 Dec 1953	12 Jul 1954	ATG-2	CVA-9	I	AD-4N	WESTPAC
03 Mar 1954	11 Oct 1954	CVG-12	CVA-21	G	AD-4NL	WESTPAC
12 Mar 1954	19 Nov 1954	CVG-5	CVA-47	B	AD-4NL	WESTPAC
11 May 1954	12 Dec 1954	CVG-9	CVA-12	M	AD-4N	WORLD CRUISE
01 Jul 1954	28 Feb 1955	CVG-15	CVA-10	D	AD-4N	WESTPAC
01 Sep 1954	11 Apr 1955	ATG-1	CVA-18	H	AD-4N	WESTPAC
07 Oct 1954	12 May 1955	CVG-11	CVA-33	C	AD-5N	WESTPAC
03 Nov 1954	21 Jun 1955	CVG-2	CVA-9	A	AD-5N	WESTPAC
02 Mar 1955	21 Sep 1955	CVG-19	CVA-34	E	AD-5N	WESTPAC
01 Apr 1955	23 Nov 1955	ATG-2	CVA-47	I	AD-5N	WESTPAC
03 Jun 1955	03 Feb 1956	CVG-14	CVA-21	F	AD-5N	WESTPAC
10 Aug 1955	15 Mar 1956	CVG-12	CVA-19	G	AD-5N	WESTPAC
29 Oct 1955	17 May 1956	CVG-5	CVA-33	B	AD-5N	WESTPAC
05 Jan 1956	23 Jun 1956	ATG-3	CVA-38	J	AD-5N	WESTPAC
11 Feb 1956	13 Jun 1956	CVG-9	CVA-34	M	AD-5N	WESTPAC
19 Mar 1956	13 Sep 1956	ATG-4	CVA-10	K	AD-5N	WESTPAC
23 Apr 1956	15 Oct 1956	CVG-15	CVA-18	D	AD-5N	WESTPAC
28 May 1956	20 Dec 1956	ATG-1	CVA-16	H	AD-5N	WESTPAC
16 Jul 1956	26 Jan 1957	CVG-11	CVA-9	C	AD-5N	WESTPAC
16 Aug 1956	28 Feb 1957	CVG-21	CVA-31	L	AD-5N	WESTPAC
Nov 1956	22 May 1957	CVG-2	CVA-38	A	AD-5N	WESTPAC
21 Jan 1957	25 Jul 1957	CVG-14	CVA-12	F	AD-5N	WESTPAC
09 Mar 1957	25 Aug 1957	CVG-19	CVA-10	E	AD-5N	WESTPAC
06 Apr 1957	18 Sep 1957	ATG-2	CVA-19	I	AD-5N	WESTPAC
May 1957	17 Oct 1957	CVG-12	CVA-16	G	AD-5N	WESTPAC
10 Jul 1957	11 Dec 1957	CVG-5	CVA-31	B	AD-5N	WESTPAC
09 Aug 1957	02 Apr 1958	ATG-3	CVA-33	J	AD-5N	WESTPAC
16 Sep 1957	25 Apr 1958	CVG-9	CVA-14	M	AD-5N	WESTPAC
06 Jan 1958	30 Jun 1958	ATG-4	CVA-12	K	AD-5N	WESTPAC
15 Feb 1958	02 Oct 1958	CVG-15	CVA-19	D	AD-5N	WESTPAC
08 Mar 1958	21 Nov 1958	CVG-11	CVA-38	C	AD-5N	WESTPAC
14 Jul 1958	19 Dec 1958	CVG-21	CVA-16	L	AD-5N	WESTPAC
16 Aug 1958	12 Mar 1959	CVG-2	CVA-41	A	AD-5N	WESTPAC
21 Aug 1958	12 Jan 1959	ATG-4	CVA-20	K	AD-5N	WESTPAC
04 Oct 1958	17 Feb 1959	ATG-1	CVA-14	H	AD-5N	WESTPAC
01 Nov 1958	18 Jun 1959	CVG-19	CVA-31	E	AD-5N	WESTPAC
03 Jan 1959	27 Jul 1959	CVG-14	CVA-61	F	AD-5N	WESTPAC
09 Mar 1959	02 Oct 1959	CVG-11	CVA-38	C	AD-5N	WESTPAC
26 Apr 1959	02 Dec 1959	CVG-21	CVA-16	L	AD-5N	WESTPAC

* The squadron only deployed in detachments, usually four aircraft, and never as a complete squadron. In October 1951 the squadron's detachment designations were changed from numbers to letters.

** Detachment 4 deployed to Korea embarked in USS Valley Forge (CV-45) and on 29 March 1951, as part of CVG-2, transferred to USS Philippine Sea (CV-47). It returned to the States embarked in Philippine Sea.

*** The detachment was sent to Japan, via air and ship transport, as part of Replacement Air Group 19X (CVG-19X). When it arrived in Japan it relieved CVG-19 in USS Princeton (CV-37). Upon completion of its combat tour in Korea it returned to the States embarked in Princeton.

**** VC-35 Det W deployed to NAS Atsugi, Japan. The detachment departed for NAS Atsugi embarked in USS Essex (CV-9) and arrived there in the latter part of July 1952. While deployed to Japan VC-35 Det W was under the operational control of COMFAIRJAPAN (Commander Fleet Air, Japan).

***** VA(AW)-35 Det L was the squadron's last detachment to deploy prior to the squadron's change of mission to training fleet replacement pilots and enlisted men and the phase out of its all weather attack mission.

AIR WING	TAILCODE	ASSIGNMENT DATE
COMAIRPAC	NR*/VV**	
RCVG-12/RCVW-12***	NJ	29 Jun 1959
COMFAIRLEMOORE	NJ****	01 Jul 1970
COMLATWINGPAC*****	NJ	30 Jun 1973

* The tailcode NR was assigned to VC-35 by Aviation Circular Letter No. 43-50 dated 19 July 1950.

** The tailcode was changed from NR to VV in 1957. The effective date for this change was most likely the beginning of Fiscal Year 1958 (1 July 1957).

*** Replacement Air Group 12 (RCVG-12) was redesignated Combat Readiness Air Group 12 (RCVG-12) on 1 April 1963. Combat Readiness Air Group 12 was then redesignated Combat Readiness Air Wing 12 (RCVW-12) on 20 December 1963.

**** RCVW-12 was disestablished on 1 July 1970 and the squadron was assigned to Commander Fleet Air Lemoore. However, the tailcode NJ, which had been assigned to RCVW-12, was retained by VA-122 and the other squadrons that had been assigned to RCVW-12.

***** COMFAIRLEMOORE was redesignated COMLATWINGPAC (Commander Light Attack Wing, Pacific) on 30 June 1973.

UNIT AWARDS RECEIVED

Unit Award	Inclusive Dates Covering Unit Award	
MUC	01 Jul 1970	31 Jul 1971
	01 Oct 1978	30 Sep 1980

From:

Easey Homecoming Press Kit
June 1955

HISTORY OF COMPOSITE SQUADRON THIRTY-FIVE DET. ABLE

Each attack aircraft carrier that deploys in the Western Pacific area is staffed with a detachment from Composite Squadron Thirty-Five (VC-35), whose home base is NAS North Island, San Diego, Calif. The purpose of this detachment is to give the deployed Air Group, and therefore the ship, an all-weather and night attack capability. In addition, VC-35 provides the ship with its Anti-Submarine Warfare capability.

To fulfill these requirements for Air Group TWO and the USS ESSEX on its Far Eastern cruise of 1954-55, the present detachment Able was formed in April of 1954 for the ultimate purpose of being assigned to the group and the ship for deployment in November of that year. The training required for the useful development of the numerous and highly important missions of one of these detachments is of necessity both lengthy and very demanding of the pilot's skill and technical knowledge of all-weather flying, tactics, aircraft systems and associated equipment.

Commencing with a rigorous training syllabus in all-weather flying, the pilots of Detachment Able spent their months in training by attending the Special Weapons Delivery School, and Fleet Airborne Electronics Training Unit, both of which are located at NAS North Island, plus three separate deployments at NAS El Centro, Calif., undergoing weapons delivery training. Unlike ordinary carrier-based units, these detachment pilots are further required to be qualified for night flying and air operations aboard ship.

The training required for the development of this speciality alone consumes a great deal of the time spent in training and demands the ultimate in any pilot's skill. Needless to say, therefore, very careful selection is made of pilots for duty in these detachments. This is evidenced not only by the excellent record made by Detachment Able during this cruise, but also by the experience level of the pilots who have an average of more than 2800 flight hours.

Pilots of VC-35 Detachment Able were first to join the coveted ESSEX Century Club by virtue of 100 landings aboard this cruise. Three of the five pilots have exceeded the 100th landing mark on the ESSEX, and the overall average of carrier landings per pilot in this detachment is well over 200.

1954-1955

Public Information Office
USS KEARSARGE CVA-33
Fleet Post Office
San Francisco, California

HISTORY OF VC-35

Composite Squadron THIRTY-FIVE (VC-35) was formed to provide special mission all-weather attack pilots for integration with carrier air groups during deployment in the Western Pacific. The term "Composite" originated during WW II with the famed "ASW Hunter-Killer" operations. The composite squadron of today is a multi-mission organization participating in diverse activities covering a wide variety of military aerial requirements.

VC-35 detachment "Charlie" and its companion unit, VC-11 Detachment "Charlie" (an airborne Early Warning Unit), in addition to regular day and night training missions, flew constant patrols over the evacuation forces at the Tachen Islands. The detachment will return to its home station of NAS, North Island. Upon arrival the five officers and forty-three men will be integrated with the parent squadron and reassigned to billets within new teams.

VC-35 detachment "Charlie", a unit of the parent squadron, temporarily attached to Air Group ELEVEN, flies Douglas "Skyraider" AD5N and AD6 aircraft in the performance of its duties. The AD5N was introduced operationally to the fleet by this detachment and is manned by a pilot and two combat crewmen.

Officer-in-Charge of Detachment "Charlie" is LCDR (b) (6)
USN, husband of (b) (6)

LCDR (b) (6) attended MIT and UCLA. He entered the Navy in 1942 completing flight training in December 1943 at Pensacola. Prior to assignment to VC-35, he was an instructor at the Naval School of All-Weather Flight at Corpus Christi, Texas.

Jan. 1959
HISTORY

PUBLIC INFORMATION OFFICE
USS MIDWAY (CVA-41)
c/o Fleet Post Office
San Francisco, California

HISTORY OF ALL WEATHER ATTACK SQUADRON THIRTY-FIVE AND DETACHMENT ALFA

All Weather Attack Squadron THIRTY-FIVE was formed in May of 1950 at NAS, North Island. The aircraft assigned the squadron was a modification of the AD dive-bomber, incorporating primarily an attack radar built into the aircraft under the right wing. This specially configured AD, with its crew of three, was to provide the carrier-based air groups with a night and all weather strike element.

The squadron was large, designed to be able to put a four aircraft, five pilot team on every attack carrier deploying to WestPac. During the Korean War twenty-three teams contributed to the United Nations' effort with night interdiction and heckler strikes against Communist supply lines. Their effectiveness was far out of proportion to their numbers.

To this potent conventional weapons capability has been added the ability to deliver atomic weapons. To do so in any weather, at any time is now the primary mission of THIRTY-FIVE.

Detachment ALFA is the 59th team to join the Seventh Fleet. The nucleus of the team, the pilots, got together officially in December of 1957 to begin an eight month training syllabus. Later ten aircrewmen were assigned providing ALFA with five sets of pilot-aircrewmen. Prior to deployment ALFA gained the essential maintenance personnel and plane captains who would keep her four AD-5N's in shape during the time aboard ship.

And in August of 1958 Team 59 with her full complement of men and aircraft deployed to WestPac aboard the USS MIDWAY ready to repeat THIRTY-FIVE's effective Korean role or to do bigger things if need be.